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INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
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A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
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HONGKONG WEEKLY
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with which is incorporated the
CHINA OVERLAND TRADE REPORT
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Hongkong Daily Press.

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Complete Edition ... \$10.00
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[a30]

NEW SEASON'S MODELS
BABY GRANDS

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BY
**BLUTHNER, STECK,
RACHELS, IBACH,
PLEYEL, ETC., ETC.**

SOLE AGENTS:
S. MOUTRIE & CO., LIMITED.

Hongkong, 1st October, 1908. [a40-3]

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 37½ lbs. net \$5.50 per cask ex Factory
In Bags 250 lbs. net \$3.45 per bag ex Factory
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 29th April, 1908. [a1647]

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DIVISION STREET, KOBE.

FIRST-CLASS CUISINE.

COMFORTABLE & AIRY BEDROOMS.
Situated in close proximity to the Harbour
and Railway Station.

BEST WINES AND LIQUORS SUPPLIED.

Special arrangements for a long stay.
F. DOMBALLE & M. MAILLE Proprietaires.
[a46]

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SPECIAL CARS by arrangement at the
Company's Office, Alexandra Buildings, Des
Voeux Road Central.
JOHN D. HUMPHREYS & SON,
General Managers
Hongkong, 1st April, 1909. [a549]

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NEW STOCK OF
AERTEX CELLULAR CLOTHING.

THIS LABEL ON  ALL GARMENTS.

DAY SHIRTS
WITH CUFFS \$5.00 WITHOUT CUFFS \$4.00.

PYJAMAS
\$6.00 PER SUIT.

UNDERVESTS DRAWERS.
\$2.75 EACH. \$3.00 PER PAIR.

TENNIS SHIRTS
\$3.50 EACH.

LANE, CRAWFORD & CO.
Hongkong, 22nd March, 1909. [a33]

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AND

BASS & Co.'s PALE ALE,

"HORSE HEAD" BRAND.

IN QUARTS, PINTS AND SPLITS.

CALDBECK, MACGREGOR & CO.,
WINE & SPIRIT MERCHANTS.
15, Queen's Road Central.
Hongkong, 4th March, 1909. [a35]

AN
"ALL NIGHT"
DRUG STORE

You can get what you need at WATKINS DISPENSARY any hour of the night.
All that you need do to get prompt, cheerful attention is to press the night bell.
This night service is intended entirely as an accommodation to our customers. It is
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QUALIFIED ENGLISH CHEMISTS

WILL ALWAYS BE ON DUTY TO
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The charges during the night hours are the same as by day.

CHEMISTS AND DRUGGISTS,
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OF

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ESTABLISHED 1815.

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★★★ - - - 17.00

★★ - - - 20.00

WHISKY, PALL MALL - - - 12.50

JOHN WALKER & SONS' - - - 10.50

OLD HIGHLAND - - - 20.00

C. P. & CO.'S SPECIAL - - - 10.50

BLENDED - - - 20.00

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BENEDICTINE, D.O.M. - - - QTS. 40.00 Pts. 42.00

THE ABOVE ARE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.

HONGKONG AGENTS. [a51]

BREWER & CO., LIMITED.

PEDDER STREET—Adjoining Main Entrance HONGKONG HOTEL.

TELEPHONE, No. 696.

Hydrographical Surveying, by Wharton
and Field: New Enlarged and
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Modern Gas and Oil Engines, by F.
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The Famous Reciter: Popular and
Humorous ... 2.75
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Survey of the Machinery of
Steamships ... 40

"CLAN MACKENZIE"
SCOTCH WHISKY.
\$15.50 PER DOZ.

AN OLD MATURED WHISKY OF FINE MELLOW FLAVOUR.

AS SUPPLIED TO THE HOUSE OF COMMONS.

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THE "YOST" TYPEWRITER.

SWIFT - - - - -

QUIET - - - - -

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TOUCH - - - - -

NEW MODEL No. 10.

DIRECT INKING - - - - -

NO RIBBON - - - - -

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ALIGNMENT - - - - -

SIMPLE - - - - -

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85 CHARACTERS - - - - -

INSPECTION - - - - -

INVITED - - - - -

[a31]

INSURANCES

THE GLOBUS INSURANCE COMPANY

OF HAMBURG.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

CARLOWITZ & Co.

Hongkong, 13th August 1906. [a28]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1907

£18,114,624.

Authorized Capital ... £3,000,000

Subscribed Capital ... 2,750,000

Paid-up Capital ... 687,500 0 0

II. Fire Funds ... 3,065,374 15 7

The Undersigned, AGENTS for the above
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against FIRE at Current Rates.

SHEWAN, TOMES & CO.,

Agents.
Hongkong, 21st July, 1908. [a1019]

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JUST UNPACKED!

THE CELEBRATED

W. B. CORSETS.

NUFORM AND ERECT FORM.

Most popular in the World and worn by the
leading Society Belles of Europe and America.
Only to be had from

HOOSAIN-ALI & Co.

Hongkong, 30th March, 1909. [a41]

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MERCHANT NAVY

NAVY BOILED

LONG FLAX

RELIANCE CROWN

TARPAILING

ARNHOLD, KARBURG & CO.
Sole Agents. [a1674]

NEW NOVELS \$1.75 EACH.

High Life in the Far East, by James Dalziel:

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Septimus, by William J. Locke: Author

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and Claude Askew.

The Crime on Canvas by F. M. White.

Sir Norcombe's Marriage, by Florence

Warden.

The Capture of Paul Beck, by M. McDonnell

Bookin.

The House Called Herish, by "Rita."

The Iron Heel, by Jack London.

The Sin of Alison Daring, by L. G.

Moberly.

"This My Son" René Bazin.

We of the Never Never, by Mrs. Arneus

Gum.

The Conventionalists, by R. H. Benson.

[a32]

High Life in the Far East, by J. Dalziel

The International Geography by 70

Authors: Edited by H. R. Mill

Papers On Moral Education; Edited

by G. Spiller

The Witness of the Wilderness: The

Bedwin of the Desert, Origin,

History, &c., by C. Robinson Lees

History of the Bank of England, by

A. Anderson

Principles and Practice of Boiler Con-

struction, by W. D. Cruickshank

The Chemistry of Commerce, by E. K.

Duncan

Water, Its Origin and Use, by W. Coles

Finch

The Wild and Cultivated Cotton Plants

of the World, by Sir Geo. Watt

My African Journey by Winston

Churchill

Oriental Crises, by H. L. Adam

The Reform of the House of Lords, by

W. S. Mackenzie

Causes for Our Sons: A Practical

Handbook for Parents

Historical Mysteries by Andrew Lang

[a275]

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With CHAMBER for 8 CARTRIDGES

FILING 8 SHOTS in 2 SECONDS.

SIEMSEN & Co.

Hongkong, 6th March, 1907. [a47]

NEW CARTRIDGES.

BY popular English Manufacturers. In

all Bore and Sizes:

SMOKELESS POWDERS AND CHILLED

SHOTS. From No. 1 to S&SG. at 35, 37 and

\$7.50 per 100. S&SG. in Variety.

Inspection Invited.

WM. SCHMIDT & Co.

Hongkong, 26th October, 1905. [a1445]

HONGKONG ICE COMPANY, LTD.

IT IS HEREBY NOTIFIED that on and

after this Date, the Selling Price of

Ice, will be Reduced to HALF A CENT per

pound.

JARDINE, MATHESON & Co., LTD.,

General Managers,
Hongkong Ice Company, Ltd.
Hongkong, 11th March, 1909. [a451]

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IRON, STEEL, METAL AND HARD-

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Foundry Coke Importers. General Store-

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Loon Street, (2nd Street, west of Central

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THE HONGKONG ICE COMPANY, LTD.

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Storage available at East Point. Storage will

be Open at 10 A.M. and 4 P.M. daily. Sunday

excepted, to receive and deliver perishable goods

G. K. HAXTON, Manager.

Hongkong 1st April, 1908. [a48]

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HONGKONG HOTEL

FIRST-CLASS AND UP-TO-DATE.

Dining accommodation for 300 Persons.
Spring Band Plays during Tea and Dinner.
Well Furnished Reception Rooms.
Private Bar and Billiard Room for Hotel

Residents.

Electric Lifts to each Floor.

Electric Lighting and Fans.

Telephones on every Floor.

Every Comfort.

Ladies' Afternoon Tea Rooms.

Ladies' Cloak Rooms.

Matron in attendance.

CHARGES MODERATE, AND NO EXTRAS.

A. F. DAVIES, Manager.

[a23]

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.

Private Bar and Billiard Rooms.

Hot and Cold Water throughout.

Electrically Lighted; Electric Fans (if

required).

Electric Passenger Elevator to each floor.

Table D'Hôte at separate tables.

For Terms, &c., apply to the

MANAGER.

Hongkong, 24th July, 1905. [a23]

"KINGSCLERE,"

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ATTENTION

A. S. WATSON & CO.
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS

WATSON'S
VERY OLD LIQUEUR
SCOTCH WHISKYA BLEND OF THE FINEST PURE
MALT WHISKIES DISTILLED
IN SCOTLANDOF
PURE AGE

FINE MELLOW FLAVOUR.

PER-DOZEN - - \$16.50

RAINIER BEER

LIGHT,
WHOLESOME AND INVIGORATING."UNDOUBTEDLY THE BEST BEER
BREWED IN AMERICA."A. S. WATSON & CO.
LIMITED.

THE HONGKONG DISPENSARY

Hongkong, 1st April, 1909.

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Correspondents must forward their names and
addresses with communications addressed to the
Editor, not for publication but as evidence of
good faith.All letters for publication should be written on
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MUNICH OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, APRIL 1st 1909.

TWELVE months ago or more the Imperial Government appointed a Committee to inquire into "the conditions of tenure, the scale of payment of salaries and pensions, and how far arrangements in the office of the Crown Agents for the Colonies are in accord, or can be brought into harmony with the principles governing the Civil Service." In order to enable the Committee to decide whether changes were required or not, it became necessary for them to have a general survey of what work is done and how it is done. Evidence was given before the committee by witnesses possessing either special colonial experience or a particular knowledge of transactions with the Crown Agents, and although a certain amount of the evidence appears to be outside the proper subject of the enquiry, this, as the Committee says, is not on the whole to be regretted. The Committee says the general effect of this evidence has been to show that "while there is, in the Colonies in many quarters, a certain amount of discontent with the methods of the Crown Agents, it is due rather to want of touch between them and the Colonial Governments, to some want of elasticity on the part of officials claiming to occupy a quasi-independent position, or to personal considerations, but not to a failure in the work of the office which appears to be on the whole well done, and to be clear from all suspicion of corruption." So little is generally known with regard to the Crown Agents Office that a few particulars may be found interesting.

Crown Agents Office acts for all the Colonies twenty-four in number, not possessing responsible government, for the eleven British Protectorates and for Zanzibar, and serves as the general agency in Great Britain for all these countries. It purchases and sends out the materials and goods of all kinds which are required by the Colonial Governments from the United Kingdom or Europe, it issues their public loans, keeps the registers of their stock, pays the interest and in vests the sinking funds, and transacts all kinds of miscellaneous financial business including the payment of salaries to Colonial Officials on leave, and the payment of pensions where the recipients live in the United Kingdom or Europe. Moreover, it acts as the channel of communication between Colonial Governments and their Consulting Engineers in the United Kingdom. The Crown Agents, three in number, are selected by the Secretary of State for the Colonies, and hold office during the pleasure of the Crown. Their salaries are fixed by the Secretary of State while those of the Staff numbering about 225 persons, have been left to the discretion of the Crown Agents, though maximum lump sums are allocated, and a maximum rate of salary is fixed by the Crown. The Crown Agents have to be recommended to the Colonial Office by the actual salaries paid to the established officers.

This, as many of our readers know, is not the first time that the way the Crown Agents Office does its work has been inquired into. There was a Local Committee of Inquiry into the Stores Department in Ceylon in 1878; and a similar committee in Hongkong in 1902, and the result in each case according to Sir E. BAKER, the Senior Crown Agent, was that the work of the office was found to be well done, and that there was practically nothing requiring alteration. Consequently when Lord Elgin acceded to the demand for an inter-departmental committee to conduct an inquiry into the organisation of the Office before any *prima facie* case for inquiry had been made out, the Crown Agents naturally protested, and declared that "some person or persons who have a personal grievance against the Crown Agents are almost always at the bottom of such inquiries." The Secretary of State, however, did not feel that he could resist the demand, and the inquiry has been held with results which on the one hand must be gratifying to the Crown Agents, and on the other very satisfactory to the Colonies.

It is known not only that the work is well done, and free from the suspicion of corruption, but that the Committee has recognised that the agitation against the Office has not been entirely unjustified. The most fruitful cause of discontent the Committee reports, has been the existence of the rule laid down in the Colonial Regulations that the product or manufacture of the United Kingdom or of Europe, which are required by the Government of a Crown Colony should be obtained through the Crown Agents Office. This rule the Committee considers to be to the general advantage of the Crown Colonies, but the Committee recommend that wherever in any Colony firms exist able to produce the articles required or to carry out any needed works and the Colony feels able to arrange for their adequate inspection such firms should be given opportunities of tendering on the same conditions as home firms. An announcement that this recommendation had been adopted would be welcomed in every Colony. It is a commonly accepted notion that whatever is obtained through the Crown Agents costs the Government very much more than if it had been obtained without their assistance; but in glancing through the portly volume of evidence we do not notice that this was conclusively established by evidence. Sir HENRY BLAKE, who said his experience with Crown Agents had been "perfectly satisfactory," made an indirect reference to the subject of cost when he said that the fact of there being a large reserve arising from commissions made it evident that the Crown Agents were charging too much commission. "I think it would be received with great gratitude," said the Crown Colonies," Sir HENRY said, "if you were able to announce that having regard to the volume of business you find that the Crown Agent is able to do his business for a smaller percentage." But that announcement does not find a place in the Report. The Committee, however, reports that the present arrangements for shipping appear to them to be not only "unduly expensive," but that they must lead to delay and reduplication of work and they therefore recommend that the shipping work hitherto performed for the Crown Agents by Messrs. J. and A. B. F. should in future be carried out by a Department of the Crown Agents.

Apart from these recommendations the only other suggestion we need notice is one that a small bureau should be established in the Department through which officials and other persons connected with the Colonies visiting England could get into better touch with the Crown Agents and obtain the benefit of their good offices. Lastly, the Committee recommend that information regarding the revenue and expenditure of the Crown Agents Office, and the salaries paid, should be published annually, and, of course, communicated to the Colonial Governments. They further suggest that Parliament should be given a better opportunity than exists at present for reviewing the operations of the Office. These are all very modest but eminently reasonable recommendations, and their adoption would certainly tend to give the Colonies a confidence in the system which is now generally lacking.

A case of plague was notified yesterday as having been discovered in a boat lying at Wing Lok Street Wharf.

Society in the Philippines is discussing the dance halls which are said to be a menace to virtue.

For using a fishing boat other than for the purposes of fishing, Commander Basil R. H. Taylor, R.N., yesterday fined a fisherman \$3 at the Marine Magistrate's Court.

It is reported that Mr. T. K. Dealy has accepted the position of headmaster of Queen's College, rendered vacant by the retirement of Dr. G. H. Bateson Wright, and that Mr. G. A. Woodcock will succeed Mr. Dealy as second master.

A special cablegram to the *Cable News-American* says:—It is said that Oscar Brown, former Secretary of Commerce and Labor, was stated for the Tokyo ambassadorship, but that the objection of Baron Takahira, the Japanese ambassador, was responsible for the withdrawal of the plan.

The case in which five natives were charged before Mr. F. A. Hazeland at the Magistrate's Court with stealing telegraph instruments from a cable station at Hungshom, concluded yesterday. Four of the accused were found guilty and sentenced to six months' imprisonment and six hours' strokes, while the fifth man was discharged.

A bill to allow ladies to practice as barristers in Hongkong was considered by the Y. M. C. A. Parliamentary Debating Society on Tuesday. Mr. E. A. Lowry moved the resolution which was supported by Messrs. McPherson, Cabbey, Emberley and Burnett, while Mr. Trokett and Mr. Brown opposed it. The motion, however, was carried.

has been prosecuted for the alleged offence of the Merchandise Marks Act on "Atlas," "Autocrat" and "Dreadnought" Cigarettes. The first charge was found proved and a fine of \$10 imposed, while the other two charges were dismissed.

According to the *Cable News-American*, Pedro Paterno's bill for the importation of Chinese labour into Philippine Islands has received the support of the members of the municipal council of Arayat, Pampanga, which is one of the first to respond to the call of the author of the bill for the universal benefit of his measure. The bill does not meet general favour.

Quite an imposing little ceremony took place on the 19th ult. near Karonko, North Formosa, when 525 male and 526 female aborigines surrendered themselves into the hands of the Japanese. Pledges were exacted from them that they would induce others of their compatriots to give themselves up, and on this condition the captives were taken to their return to their old villages.

The report of the China Mutual Steam Navigation Company states that, including \$110,000 brought forward, the profit for the year ended Dec. 31 last amounts to \$119,312. After allowing \$61,870 for depreciation of steamers, and paying directors' fees, &c., there is a balance of \$41,039. It is proposed to pay dividends of 10 per cent on the ordinary shares and on the ordinary "B" shares, and to carry forward \$14,262.

Little more than a casual inspection of the worn-out condition of the Hotel, Hotel building at Manila has been necessary to prove that several thousand pesos will have to be added to the P65,000 the insular government paid for it in 1905. While the building is not actually dangerous at the present time it has been found that more than ordinary expenditure by the construction division of the Bureau of Public Works will be required to make it safe for future occupancy.

In three cases which came before Mr. F. A. Hazeland at the Magistrate's Court yesterday the defendants were sentenced to six hours in the stocks as well as to terms of imprisonment. In one case a native who was found guilty of returning from banishment was sent to jail for six months. In another a school boy was convicted for snatching a box of cigarettes from a stall holder at 77, Queen's Road East and committed to prison for six weeks. In the third case an unemployed cook was sent to prison for three weeks for stealing jewellery and clothing to the value of \$115 from a house in Shanghai Street, Yeamati.

We understand that Mr. C. J. Marchant, the man who was recently extradited to Manila on a charge of embezzlement, has been discharged and that he intends to proceed against his prosecutor in the Philippines to recover damages.

An interesting case was heard in the Supreme Court yesterday when argument was heard as to whether certain letters which passed between the Robinson Piano Company (plaintiffs) and Madame Flint (defendant) constituted an agreement to take a lease of certain premises. The defence was that as the contract was not concluded there was no agreement.

It must have occasioned no little surprise when it became public on Tuesday that Mr. G. A. Woodcock, the secretary to the Sanitary Board, but at present acting as Deputy Registrar of the Supreme Court, was not to go back to his old position. The Government letter announcing the change did not indicate what other office Mr. Woodcock was to fill. It merely stated he would be transferred elsewhere. From the proceedings at the meeting of the Sanitary Board it was apparent that the action of the Government did not meet with the approval of the members, as was indicated in Mr. Lan Chu Pak's minute and Mr. Shelton Hooper's brief laudatory reference. Mr. Woodcock as Secretary of the Sanitary Board was certainly all that Mr. Lan Chu Pak said. He was courteous and consideration personified, and there is no doubt that he helped to clear many misunderstandings, and in scriptural language "to make the rough places smooth." His removal from the place which knew him so long will be a distinct loss to the Sanitary Board, a loss which will be keenly felt by all those whose business brought them in contact with him, and it is questionable if Mr. Woodcock will ever be so well suited as in the office from which he has thus been transferred.

RACE PONY ATTACKED BY A BULL-DOG.

A few days ago while a mafco was exercising Mr. Tienfentcher's well-known race pony Maryland on Robinson Road, a bull dog, which was following two Europeans, attacked the pony, biting him off fore-leg very badly. The pony freed itself from the grip of the dog, pulled away from the mafco, and bolted along the road. It was eventually caught near Mr. Bashington's house, and the police are now looking for the owner of the bull dog.

LEGISLATIVE COUNCIL.

A meeting of the Hongkong Legislative Council is called for Thursday. The business includes a Resolution under the Rating Ordinance, 1901. The orders of the day are:—The new Bill, which will be moved for the reading of a Bill to amend the Ordinance to amend the Public Health and Buildings Ordinance, 1903. First reading of a Bill entitled an Ordinance to amend the Life Insurance Companies Ordinance, 1907. First reading of a Bill entitled an Ordinance to amend the Ordinance to amend the Evidence Ordinance, 1899. First reading of a Bill entitled an Ordinance to amend the Wireless Telegraphy Ordinance, 1903.

THE PHILIPPINE POLL TAX.

The official head tax imposed upon tourists visiting the Philippines, since February 20, 1907, has been raised to \$1.00. The new tax was imposed by the Philippine Government, which has been in force since March 25th, and is payable by all persons entering the Philippines, whether by land or by sea. The tax is payable by the vessels upon which they arrive. In the future, travellers or tourists arriving in the Islands in transit to another foreign port, or with the intention of leaving within sixty days after arrival, will not be considered as aliens within the meaning of the act of Congress prescribing the tax and will be exempt from the actual payment of the same, upon the condition that they shall furnish a guarantee to the Philippine Government, in the form of a bond, to the effect that they will not remain in the Islands for more than sixty days, and that they will not be employed in any way in the Islands. The privilege of the tax is to extend to all travellers holding return tickets with stop-over privileges, who depart from the Islands within sixty days.

PRESIDENT TAFT ON HIS PREDECESSOR.

Mr. Taft has asked to give his estimate of President Roosevelt, on the eve of the latter's farewell to White House replied as follows:—"It is difficult for me, with the depth of affection I feel for Theodore Roosevelt, to give a judicial estimate, but I verily believe that when historians, twenty-five or fifty years hence, describe his administration, and the influence he entered as chief magistrate, he will be accorded a place with Lincoln and Washington. As he was regarded as a new regard Lincoln and Washington, as having been providentially raised by during a great crisis in the country's history, only less important than the Revolution and the Civil War."

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—On the 31st at 11.55 a.m.—The barometer has risen moderately in E. Japan, and fallen over China, particularly in the North. A depression is advancing towards N. China from the Westward, and the highest pressure is now shown over the N.E. part of the Sea of Japan. Fresh to moderate N.E. and E. winds may be expected in the Formosa Channel and the N. part of the China Sea. Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches. The forecast for the 24 hours ending at noon to-day is as follows:—N.E. & E. winds, fresh to moderate; fair, cloudy. Hongkong & Neighbourhood, fresh to moderate; fair, cloudy. Formosa Channel, same as No. 1. South coast of China between Formosa and Japan, same as No. 1. Hongkong and Lamook, same as No. 1. South coast of China between Formosa and Japan, same as No. 1.

TELEGRAMS.

[Protected by the Telegraphic Message Copyright Ordinance, 1894.]

[REUTERS'S SERVICE TO THE "HONGKONG DAILY PRESS"]

AUSTRALIA'S OFFER OF A DREADNOUGHT.

LONDON, March 30th.
The Premiers of New South Wales and Victoria are offering the Imperial Government one Dreadnought on behalf of the States of Australia.

A "FAR EAST DREADNOUGHT."

SUGGESTED GIFT BY BRITISH RESIDENTS IN THE FAR EAST.

LONDON, March 30th.

British residents in Siam cable that they are desirous of contributing towards a Far East Dreadnought.

JAPAN AND MANCHURIA.

LONDON, March 30th.

The Earl of Winterton, M.P. for Housham, asked in the House of Commons to-day whether the Government was prepared to support China in the steps she proposes for the settlement of the disputed questions in Manchuria.

Sir Edward Gray replied that he did not see on what ground the Government could intervene.

"The Times" correspondent at Peking cables that Japan has informed the Waiwupu that she cannot assent to the Manchurian question being submitted to the Hague Arbitration Tribunal.

RUSSIAN DUMA AND THE NAVAL PROGRAMME.

LONDON, March 31st.

A dispatch from St. Petersburg states that the Duma has rejected the credit for new battleships.

MR. BALFOUR ON DREADNOUGHTS AND TARIFF.

LONDON, March 31st.

Mr. Balfour addressing a gathering of seven thousand Conservatives at Islington claimed that the party had forced the Government to recognise the naval duties to the Empire. Alluding to the offers of Dreadnoughts made by the Colonies Mr. Balfour urged that the Mother Country should reciprocate by meeting the views of the Colonies with regard to tariffs.

THE "CHUNG HOOT SAN PO."

PROHIBITION OF LOTTERIES.

PEKING, March 31st.

It is the intention of the Government to prohibit the running of lotteries within twelve months.

FOREIGN ENGINEERS NOT WANTED.

PEKING, March 31st.

Tit Liang, President of the Board of Military Affairs, has disapproved of the appointment of Foreign Engineers to superintend the construction of naval docks in China.

CANTON-HANKOW RAILWAY MANAGEMENT.

PEKING, March 31st.

Owing to complaints which have been made concerning the management of the Canton-Hankow Railway, Grand Secretary Chan Chih-tung has despatched an officer named Ko Ling Wai to Canton to make investigations. Admiral Li Chun and Provincial Treasurer Wu have been asked to assist him in his labours.

ORIENTALS IN BRITISH COLONIES.

In the House of Commons, Ottawa, on March 3rd the Minister of the Interior stated in reply to a question that the estimated number of Orientals in British Colonies in January was 33,358. Of these 17,279 were Chinese, 5,531 Hindus, and 15,848 Japanese. Of the Chinese, 7,442 were naturalized British subjects. Only 55 Orientals entered British Columbia in the month of January.

SUPREME COURT.

Wednesday, March 31st.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIR FRANCIS PIGGOTT (CHIEF JUSTICE).

ROBINSON PIANO CO. V. MADAME FLINT.
Argument was heard in the action brought by the Robinson Piano Company against Madame Flint, milliner and dressmaker of 17A Queen's Road Central, on the point of law as to whether certain letters constituted an agreement. The statement of claim was to the effect that by an agreement which was contained in correspondence which passed between the parties the plaintiff agreed to let to the defendant and the defendant agreed to take from the plaintiff the eastern portion of the store at 10 Des Vaux Road Central for four years and two months, commencing 1st February 1909, at a rent of \$350 per annum. The defendant had refused to carry out the agreement.
The defence denied the existence of any agreement to let the shop, and further that there were other conditions to the intended agreement besides those expressed in the letters and the matter was only in a state of negotiation. The Hon Mr. H. E. Pollock, K.C., instructed by Mr. Hett, of Messrs. Britton and Hett appeared for the plaintiff, and Sir Henry Berkeley, K.C., instructed by Mr. Stevenson, from the office of Messrs. Deacon, Looker and Deacon, appeared for the defendant.
Mr. Pollock, after reading the statement of claim, referred to the special case. He noted a letter written by defendant to Mr. W. V. Robinson on 29th December last in which she stated that she was willing to take a lease of the premises for three years with option to extend the same for another year if she found it convenient at a rental of \$350 a month inclusive of taxes, the term to commence on 1st February, 1909. She also wrote that plaintiff would have to give an undertaking that the noise by his gramophones would have to be discontinued as it would be an annoyance to her in her business. His Lordship would see from that letter that there was an agreement to take the eastern portion of the premises. Plaintiff replied on the 30th December in which he wrote that he could not less the premises for a shorter period than four years but he would be willing to allow her to sublet. Everything continued Mr. Pollock, showed that the proposal was agreed to, the only thing outstanding was the question of width of the premises and the question of the term. Counsel, in conclusion, said there was a memorandum signed by the defendant agreeing to take the eastern portion.
His Lordship—Is it an action for specific damages?
Mr. Pollock—Yes, my Lord.
His Lordship—A little puzzled about this specific agreement. It seems to me it is a case where damages would be set because you have the premises and of course can let them. I think the general principle of specific performance is that if it is a matter which can be expressed in damages you must take your damages.
Mr. Pollock—It is for the Court to say.
His Lordship—There had been no concluded agreement. At the most there was a treaty from which the parties could withdraw. Before proceeding he wished to take the preliminary objection that the plaintiffs had no right to bring the present action. The plaintiffs were the Robinson Piano Company, but the corresponding defendant had been with Mr. William Vaughan Robinson. If there were an agreement it was with Mr. Robinson personally or with him as agent for the Robinson Piano Company; on the former the Robinson Piano Company could not bring an action against the defendant. In the second case if he acted as agent the plaintiffs could not succeed unless they alleged in the statement of claim that he had the authority not only to enter into negotiations but also to procure a purchaser and sign a binding contract with that purchaser. The statement of claim did not contain any such allegations. There was no binding contract, if any, was made with Mr. William Vaughan Robinson. It did not follow that a general manager had the powers which Mr. Robinson assumed. It did not follow that he could bind his company in this way.
His Lordship—How can you negotiate with a man in a certain capacity and then say he has not that capacity?
Sir Henry—We are not doing that; we say that if there was a contract it was not made with the Robinson Piano Company but with Mr. Robinson. It is a contract which the Court can order the specific performance thereof or give damages for the breach of the contract.
His Lordship—You cannot contend that the manager could not enter into a lease on behalf of the company. It may be that the lease when signed will be signed by the company.
Sir Henry—That is an agreement to take a lease.
His Lordship—It is an agreement to take the premises, the terms to be included in a lease.
Sir Henry—These letters are only negotiations between the parties for a contract to be drawn up.
When Sir Henry referred to defendant's request for an undertaking with respect to the gramophones.
His Lordship—She expected a good deal if she expected the gramophones would not make a noise.
Sir Henry—Yes. The whole probability is that this would not have been given.
Counsel proceeded to argue that there was no legal contract because the letters were not signed by the plaintiff, and if there was a binding contract there was no breach.
His Lordship—I know how lease agreements are drawn up. It is not a binding agreement. Nobody would be bound at all.
Sir Henry—It is not a contract.
His Lordship—I am only taking in the contract.
Sir Henry—They have not presented any lease to me.
After further argument the hearing was adjourned.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to THE MANAGER, and special business matter THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Press Codes: A.B.C. Telegraphic Address: Press Codes: A.B.C. 5th Ed. Leipzig. P.O. Box 33. Telephone No. 12.

NEW ADVERTISEMENTS

NOTICE.

THE SALE OF IRISH LINENS, LACE CURTAINS, TOWELS, &c., &c., will be continued TO-DAY (THURSDAY), the 1st April, 1909, at 11 a.m., when a few Extra Lots will also be put up.

HUGHES & HOUGH, Auctioneers. [550]
Hongkong, 1st April, 1909.

WANTED.

A QUALIFIED ACCOUNTANT for an Old Established Firm in Hongkong. Must be willing to assist in Office Work generally and furnish a guarantee. Apply by letter to—
MANAGER, Hongkong Daily Press. [551]
Hongkong, 1st April, 1909.

FOOTBALL MATCH.

IN AID OF FOOTBALL LEAGUE FUNDS, CIVILIANS V. MILITARY. April 4th, 1909. HONGKONG CLUB GROUND 4 P.M. Covered Stands ... \$1.00 Open Stands ... 50
ALEX P. STORRIE, Hon. Secretary. [556]
Hongkong, 1st April, 1909.

TO LET.

ROOMS suitable for Offices in No. 10, Ice House Street, in rear of David Sassoon & Co.'s premises. Chambers with Bathroom and use of Kitchen in No. 31, Wynham Street known as "College Chambers." Apply—
DAVID SASSOON & Co., Ltd. [553]
Hongkong, 1st April, 1909.

TO LET.

FROM MAY, FURNISHED HOUSE in Kowloon, facing the Sea, 5 Rooms, Electric Light. For particulars apply to—
C. B. Care of "Daily Press" Office. [554]
Hongkong, 1st April, 1909.

KIALAT HOTEL, SWATOW.

at the KIALAT HOTEL. Nice Comfortable Rooms, excellent cuisine. Situated five minutes run by rickshaw from German Consulate. Miss E. WILL, Proprietress. [552]
Swatow, 1st April, 1909.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, TO-DAY (THURSDAY), the 1st April, 1909, at 11 a.m., at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street, A QUANTITY OF

SUITS LENGTHS, TOWELS, SKIRTS, WHITE LAWN UNDERSKIRTS, QUILTS, BLANKETS, LINEN, DAMASK SERVIETTES, LACE CURTAINS (White and Cream) 4 yards long, BEDSPREADS, GENTS' HANDKERCHIEFS, TOP SHEETS, DOYLEYS, LONGCLOTH CHEMISES, CUSHION COVERS, &c., &c., &c.
Now on View. Terms—As Usual. HUGHES & HOUGH, Auctioneers. [557]
Hongkong, 1st April, 1909.

FOR MANILA.

THE Steamship "MANDAL" Captain Erickson, will be despatched for the above Port on WEDNESDAY, the 7th April, at 5 p.m. For Freight or Passage, apply to
ARRATON V. APCAR & Co., Agents. [555]
Hongkong, 1st April, 1909.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "DEVANHA" FROM BOMBAY, COLOMBO AND STRAIT.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed. This vessel brings on Cargo—
From London, &c., ex s.s. "Marmora." From Persian Gulf, ex B. I. S. N. and P. & O. S. N. Co.'s Steamers. Optional Goods will be landed here unless instructions are given to the contrary within 6 hours. Goods not cleared by the 7th April, at 4 p.m., will be subject to rent. No Fire Insurance will be effected by me in any case whatever. Damaged packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised. No claims will be admitted after the Goods have left the Godowns. E. A. HEWETT, Superintendent. [1]
Hongkong, 3rd March, 1909.

PUBLIC COMPANIES

GREEN ISLAND CEMENT CO., LTD.

THE TWENTIETH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in this Company will be held in the Office of the General Managers, St. George's Building, Victoria, on SATURDAY, the 3rd day of April, 1909, at 11.30 o'clock a.m. for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1908, declaring a Dividend and electing a Consulting Committee and Auditors. The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY, 27th March until SATURDAY, 3rd April, 1909, both days inclusive. SHEWAN, TOMES & Co., General Managers. [512]
Hongkong, 23rd March, 1909.

THE CHINA & MANILA STEAMSHIP COMPANY, LTD.

THE SIXTY-THIRD ORDINARY MEETING OF SHAREHOLDERS in the above Company will be held at the Company's Office, St. George's Building, on SATURDAY, 6th April, 1909, at Noon, for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1908, and electing a Consulting Committee and Auditors. The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, the 31st March to SATURDAY, the 3rd April, 1909, both days inclusive. SHEWAN, TOMES & Co., General Managers. [513]
Hongkong, 23rd March, 1909.

THE CHINA BORNEO COMPANY, LTD.

NOTICE TO SHAREHOLDERS. THE SIXTH ORDINARY YEARLY MEETING OF SHAREHOLDERS of the above Company will be held at the Company's Office, St. George's Building, on MONDAY, the 5th April, 1909, to receive a Statement of Accounts to the 31st December, 1908, and the Report of the General Manager and Consulting Committee and to elect a Consulting Committee and Auditors. The TRANSFER BOOKS of the Company will be CLOSED from the 22nd March to the 5th day April, both days inclusive. J. WHEBLEY, General Manager. [483]
Hongkong, 18th March, 1909.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS. NOTICE IS HEREBY GIVEN that the THIRTY-SIXTH ORDINARY YEARLY MEETING of the Society will be held at its Head Office No. 2, Queen's Buildings, Hongkong, on WEDNESDAY, the 21st April, 1909, at Noon, for the purpose of receiving the Report of the Directors together with the Statement of Accounts to 31st December, 1908, and of declaring Dividends, &c. The TRANSFER BOOKS of the Society will be CLOSED from 11th April, to the 21st April, both days inclusive. By Order of the Board, C. MONTAGUE EDE, Secretary. [543]
Hongkong, 18th March, 1909.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS. NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the Society will be held at its Head Office, No. 2, Queen's Buildings, Victoria, Hongkong, on WEDNESDAY, the 21st April, 1909, at 12.15 p.m., for the purpose of considering and, if thought fit, passing the following Special Resolution:—

"That the Memorandum and Articles of Association of the Society be respectively extended, altered and amended so as to read as shown in the printed statement for the purpose of identification by the Chairman of this Meeting and that such extended, altered and amended Memorandum and Articles of Association be henceforth adopted as the Memorandum and Articles of Association of the Society to the exclusion of those heretofore prevailing." Should the above Special Resolution be duly passed, it will be subsequently submitted for confirmation to a further Extraordinary General Meeting, of which Notice will be hereafter given. By Order of the Board of Directors, C. MONTAGUE EDE, Secretary. [544]
Hongkong, 31st March, 1909.

THE CHINA TRADERS' INSURANCE COMPANY, LTD.

NOTICE TO SHAREHOLDERS. NOTICE IS HEREBY GIVEN that the FORTY-THIRD ORDINARY MEETING OF SHAREHOLDERS in the above Company will be held at the Head Office, No. 2, Queen's Buildings, Hongkong, on WEDNESDAY, the 21st April, 1909, at 12.30 p.m., for the purpose of receiving the Report of the Directors together with the Statement of Accounts to the 31st December, 1908, and of declaring Dividends. The TRANSFER BOOKS of the Company will be CLOSED from the 7th April, to the 21st April, both days inclusive. By Order of the Board of Directors, C. MONTAGUE EDE, Secretary. [526]
Hongkong, 27th March, 1909.

THE CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS. NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the Company will be held at its Head Office, No. 2, Queen's Buildings, Victoria, Hongkong, on WEDNESDAY, the 21st April, 1909, at 12.45 p.m., for the purpose of considering and, if thought fit, passing the following Special Resolution:—

"That the Memorandum and Articles of Association of the Company be respectively extended, altered and amended so as to read as shown in the printed statement for the purpose of identification by the Chairman of this Meeting and that such extended, altered and amended Memorandum and Articles of Association be henceforth adopted as the Memorandum and Articles of Association of the Company to the exclusion of those heretofore prevailing." Should the above Special Resolution be duly passed, it will be subsequently submitted for confirmation to a further Extraordinary General Meeting, of which Notice will be hereafter given. By Order of the Board of Directors, C. MONTAGUE EDE, Secretary. [545]
Hongkong, 31st March, 1909.

ENTERTAINMENT

THEATRE ROYAL.

TO-NIGHT

APRIL 1ST
SHORT SEASON ONLY.

ROYAL ENTERTAINERS

AN AGGREGATION OF
ALL STAR ARTISTS

FIRST NIGHT
HILARIOUS MUSICAL COMEDY,
"BEHIND THE SCENES."

SECOND BILL
MUSICAL MASTERPIECE,
"FILIBUSTER BROWN."

THIRD NIGHT
"THE MAIDS & A CADDIE."

BOOKING AT
S. MOUTRIE & Co., Ltd.

PRICES - \$3, \$2 & \$1.

Hongkong, 29th March, 1909. [532]

INTIMATIONS

CHINESE IMPERIAL GOVERNMENT
7 1/2 SILVER LOAN OF 1886, E.

45TH HALF YEARLY DRAWING.

INTEREST due and Drawn Bonds of this Loan will be PAYABLE at the Offices of the Corporation on and after the 31st March, 1909. List of Drawn Bonds can be obtained on application to the undersigned. For the HONGKONG & SHANGHAI BANKING CORPORATION, Agents issuing the Loan, J. R. M. SMITH, Chief Manager. [543]
Hongkong, 31st March, 1909.

NOTICE.

WE, the Undersigned Trustees for the Creditors of Tso Kiu Kee, appointed by a Deed dated the 27th day of February, 1909, hereby Give Notice that having realised a large portion of the debtor's estate, we are prepared to pay to the Creditors a first dividend in respect of the debts due to them respectively within one calendar month from this date hereof, before the 27th day of April, 1909, and will, at the Comptroller Department of the Office of Messrs. W. G. HUMPHREYS & Co., an account of the debt due to them or him by Tso Kiu Kee, and such proofs as they or he may possess of that debt. We also request that all persons indebted to Tso Kiu Kee pay or send in to us the amount of such their indebtedness before the 27th day of April next. NG KWOK HING & CHAN FAI YU, Hongkong, 27th day of March, 1909. [527]

NOTICE.

WE, the Undersigned, a well-established Firm trading in Human Hair, beg to inform the Public that we have now Opened an Office in Hongkong at 127, Des Vaux Road, (first floor) Hitherto our Business was carried on at Ka Ying Chon and Canton, but in the interest of our Patrons, and in order to make ourselves more widely known to prospective purchasers in this part of China we have thought it advisable to open the above Office for the transaction of our Hongkong Business. We also desire to make known that the Goods supplied by us are of the best quality procurable and are subjected to a special process of cleaning and drying known only to ourselves. To prevent imitation and fraud we have adopted a special TRADE MARK an illustration of which appears beneath.

LUN CHEONG & Co., 127, Des Vaux Rd. (first floor), Hongkong. [460]

TO LET.

TO LET.

SHOP and DWELLING HOUSE, No. 78, Queen's Road, Central.

Apply to—
S. J. DAVID & Co., Prince's Buildings. [518]
Hongkong, 25th March, 1909.

TO LET.

GODOWNS, Nos. 95, 96 and 97, PRAYA EAST.

Apply—
CHATER & MODY, Victoria Buildings. [264]
Hongkong, 1st February, 1909.

TO LET.

NO. 34, QUEEN'S ROAD CENTRAL (Shop), Opposite the Post Office.

No. 1A, WYNDHAM STREET (suitable for Office and Godown). No. 2A, D'AGUILAR STREET (suitable for Office and Godown). All of which are at present occupied by Weismann Ltd. For Particulars, etc. Apply to—
LEE SANG FAT & Co., 34, Queen's Road Central. [489]
Hongkong, 19th March, 1909.

TO LET.

GODOWN, No. 5A, DUDDELL STREET.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. [98]
Hongkong, 1st April, 1909.

TO LET.

TO LET.

UNFURNISHED—Nos. 8 and 10, WYNDHAM STREET, containing 6 Large Rooms each. Can be let together or separately. Apply to—
Messrs. PERCY SMITH & SETH, No. 5, Queen's Road Central. [213]
Hongkong, 23rd February, 1909.

TO LET.

FOUR and FIVE ROOMED HOUSES at Kowloon. NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession. Cheap Rentals. OFFICES on the 1st Floor Hotel Mansions lately occupied by the Hongkong, Canton and Macao Steamboat Co., Ltd. Apply to—
HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED. [547]
Hongkong, 24th March, 1909.

TO LET—FURNISHED.

"FUNG-SHUI" THE PEAK. To be let furnished for 8 months or longer. Apply—
JOHNSON, STOKES & MASTER, Solicitors, 8, Des Vaux Road Central. [110]
Hongkong, 2nd March, 1909.

TO LET.

NOS. 2 & 3, BEACONSFIELD ARCADE, facing the Parade Ground. No. 4, MOUNTAIN VIEW (PEAK), furnished from 1st June to 30th September, 1909.

NEW FIVE ROOMED HOUSES in Shelley Street. "HAZELBINE" Robinson Road, Garden and Tennis Court. FERNSIDE No. 71, PEAK Unfurnished from 1st May, 1909. A 6-ROOMED HOUSE furnished or unfurnished at the Peak. GLENSHIEL next to Plantation Road, "Tram Station. Furnished 5 Rooms, for 5 months or longer from 5th May, 1909. C.M.S. PEAK BUNGALOW, furnished, Mount Kellett, from 1st April to end of June, 1909. BEACONSFIELD ARCADE, Fine Shops, Offices and Dwelling Rooms. DWELLING ROOMS and OFFICES in Queen's Road Central. GODOWNS in Duddell Street. BELLIOS TERRACE HOUSES, ROBINSON ROAD. FOR SALE—Tor Crest, at Peak, commanding a magnificent view of the Harbour and adjacent Islands. Apply to—
LINSFELD & DAVIS, 3rd Floor, Alexandra Buildings. [100]
Hongkong, 1st April, 1909.

TO LET.

ONE OFFICE ROOM on 2nd Floor Prince's Building. ONE SPACIOUS GODOWN, No. 125, Wangchai Road. Apply to—
REUTER, BROCKELMANN & Co., Hongkong, 15th March, 1909. [522]

TO LET.

NO. 6, OBSERVATORY VILLAS, Kowloon, Five-roomed House; Electric Lights and Tennis Court. "ERANEE BUNGALOW" Kowloon. A Small Garden attached. Moderate Rental. Apply to—
ARRATON V. APCAR & Co., 45, Wynham Street. [399]
Hongkong, 3rd March, 1909.

TO LET.

A HOUSE in MOUNTAIN VIEW for one or two years. Apply—
DENNY & BOWLEY. [219]
Hongkong, 28th January, 1909.

TO LET.

WITH IMMEDIATE POSSESSION. KOWLOON MARINE LOT 48, Yauwadi, Area 85,200 square feet and with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c. Apply to—
HUMPHREYS ESTATE AND FINANCE CO., LTD. [105]
Hongkong, 18th January, 1908.

TO LET.

A TERRACE, HOUSE in STEWART TERRACE, furnished or unfurnished. Apply—
H. E. POLLOCK, 18 Bank Building. [494]
Hongkong, 20th March, 1909.

TO LET.

A HOUSE in WONG NEI CHONG ROAD.

A HOUSE in RYDON TERRACE, No. 3, CLIFTON GARDENS, Conduit Road.

No. 10, DES VEAUX ROAD CENTRAL, 1st floor.

OFFICES in YORK BUILDING, GODOWNS in PRAYA EAST, BLUE BUILDINGS and No. 16B, Des Vaux Road next to the HONGKONG HOTEL.

FLATS in MORETON TERRACE. Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. [97]
Hongkong, 1st April, 1909.

TO LET—FURNISHED.

NO. 6, MACDONNELL ROAD, from May 22nd, for six months. FRED J. HALTON, Pacific Mail S.S. Co. [438]
Hongkong, 19th March, 1909.

STORAGE.

FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT No. 285 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER. Also FOR SALE.

Portions of MARINE LOTS Nos. 31 & 36 on PRAYA EAST. Approximate AREA 45,000 SQUARE FT. 99 YEARS' LEASE. For Particulars apply to—
GEO. FENWICK & Co., Ltd. [96]
Hongkong, 8th June, 1906.

BANKS

DEUTSCH-ASIATISCHE BANK.

CAPITAL FULLY PAID UP—Sh. Tael 7,500,000

HEAD OFFICE—SHANGHAI. BOARD OF DIRECTORS, BERLIN.

BRANCHES: Berlin, Hamburg, Calcutta, Hankow, Tientsin, Peking, Tsinanfu, Tsingtau, Kobe, Yokohama, Singapore.

the following Banks and KOENIGLICHE BERGHAENDLUNG (PREUSSISCHER STAATSBANK) Berlin.

DIRECTOR DER DISCONTO-GESELLSCHAFT DEUTSCHE BANK S. BLUMENROEDER BERLINER HANDELS-GESELLSCHAFT BANK FUER HANDEL UND INDUSTRIE ROBERT WARSCHAUER & Co. MENDELSSOHN & Co. M. A. VON ROTHSCHILD & SOHN JACOB S. H. STERN NOERDDEUTSCHE BANK IN HAMBURG, HAMBURG. SAL. OPPENHEIM, JR. & Co., Koeln. BAYERISCHE HYPOTHEKEN UND WERESSEL-BANK, MUENCHEN.

LONDON BANKERS: Messrs. N. M. ROTHSCHILD & SON: THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account, DEPOSITS received on terms which may be learned on application. Every description of Banking and exchange business transacted. A. KOHN, Manager. [24]
Hongkong, 4th December, 1907.

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,200,000 RESERVE FUND £1,525,000 RESERVE LIABILITIES OF PROPRIETORS £1,200,000

INTEREST allowed on Current Account at the rate of 2 per cent. per annum on the Daily balances. On Fixed Deposits for 12 months 4 per cent. for 6 " 3 " for 3 " 2 1/2 " WM. DICKSON, Manager. [121]
Hongkong, 1st March, 1909.

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL £1,500,000 SUBSCRIBED " 1,125,000 PAID-UP " 562,000 RESERVE FUND " 210,000

BANKERS: LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2 per cent. per annum on the Daily balances. On FIXED DEPOSITS: For 12 months ... 4 per cent. For 6 " ... 3 1/2 per cent. For 3 " ... 2 1/2 per cent. EVAN ORMISTON, Manager. [23]
Hongkong, 23rd April 1908.

THE YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP—Yen. 24,000,000 RESERVE FUND " 15,500,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES: Tokyo, Kobe, Osaka, Nagasaki, London, Lyons, New York, San Francisco, Honolulu, Shanghai, Hankow, Canton, Tientsin, Peking, Nanking, Port Arthur, Amoy, Lioyang, Mukden, Tientsin, Chang Chun.

HONGKONG—INTEREST ALLOWED. On Current Account at the rate of 2 per cent. per annum on the daily balance. On fixed deposits for 12 months 5 1/2 per annum " " " 6 " 5 " " " 3 " 4 1/2 " TAKAO TAKAMICHI, Manager. [455]
Hongkong, 12th September, 1908.

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ (NETHERLANDS TRADING SOCIETY) ESTABLISHED 1824.

PAID UP CAPITAL FL. 45,000,000 (£3,750,000) RESERVE FUND " FL. 5,752,884.84 (about £479,407)

HEAD OFFICE: AMSTERDAM. HEAD AGENCY: BATAVIA.

Branches:—Singapore, Penang, Shanghai, Bangkok, Sumatra, Sourabaya, Cheribon, Tegal, Pecalongan, Pascoeran, Tjilatjap, Padang, Medan (Deli), Palembang, Keta-Radja, (Acehn) Bandjermeris.

Correspondents at: Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c., &c.

LONDON BANKERS: THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and Correspondents in the East, on the Continent, and in Great Britain, America, and Australia, and transacts Banking Business of every description. INTEREST ALLOWED. On Current Account 2 per annum on daily balances. On Fixed Deposits 12 months 4 1/2 per annum. " do. 6 do. 4 " do. " do. 3 do. 3 1/2 " do. J. L. VAN HOUTEN, Agent. [25]
Hongkong, 16th July, 1908.

BANKS

NEDERLANDSCH-INDISCHE HANDELSBANK.

(NETHERLANDS INDIA COMMERCIAL BANK).

ESTABLISHED 1863.

Authorized Capital FL. 15,000,000 (£1,250,000) Subscribed Capital FL. 10,000,000 (Paid up) Reserve Fund FL. 2,200,517.37 (£183,376)

HEAD OFFICE: AMSTERDAM. HEAD AGENCY: BATAVIA.

LONDON BANKERS: THE WILLIAMS DEACONS BANK, SWISS BANKERIE.

BRANCHES AND AGENTS all over the World.

THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates:—

12 months 4 1/2 per annum. 6 do. 4 " do. 3 do. 3 1/2 " do.

C. W. MARININGH, Manager. No. 16, Des Vaux Road Central. Hongkong, 3rd November, 1908. [26]

THE BANK OF TAIWAN, LIMITED. (INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital Subscribed (paid up) Yen 5,000,000 Reserve Fund " Yen 1,520,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENCIES: Kobe, Tainan, Nagasaki, Tamsui, Amoy, Osaka, Tokyo, Foochow, Shanghai, Yokohama, Keelung, Swatow.

HONGKONG OFFICE: 3, Des Vaux Road. Interest allowed on Current Accounts Deposits received on terms which may be had on application. D. TOHNDOW, Manager. [1518]
Hongkong, 11th March, 1909.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000 RESERVE FUNDS—STERLING \$1,500,000 at 2/—=\$150,000 SILVER " " \$14,500,000

NOTICES TO CONSIGNEES

FROM EUROPE

THE H.A.L. Steamship

"BRISGAVIA"

Captain Schwingenschlager, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-day. Any Cargo impeding her discharge will be landed at Consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st April, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 31st March, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 25th March, 1909. [525]

NORDEUTSCHER LLOYD, BREMEN IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"GOEBEN."

Having arrived, Consignees of Cargo are hereby informed that their Goods with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st April, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st April, at 9.30 A.M.

All Claims must reach us before the 4th April, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD, MELCHERS & Co., General Agents.

Hongkong, 26th March, 1909. [5]

S.S. "ERNEST SIMONS," COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES OF Cargo from London ex s.s. "Matapan" from Havre ex s.s. "Matapan" from Bordeaux ex s.s. "V de Lorient" in connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd., at Kowloon whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded unless intimation is received from the Consignees before 11 A.M., To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after the 5th April, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before 5th April, or they will not be recognised.

All damaged packages will be examined on ONDAY, the 5th April, at 3 P.M.

No Fire Insurance has been effected.

P. DE CHAMPMORIN, Agent.

Hongkong, 29th March, 1909. [2]

FROM EUROPE.

THE H.A.L. Steamship

"BELGRAVIA"

pt. Hildebrandt, having arrived Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-day.

Any Cargo impeding her discharge will be landed at Consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., stored at Consignees' risk and expense.

Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th April, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th April, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 30th March, 1909. [542]

AMERICAN ASIATIC STEAMSHIP CO.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"INDRANT"

Capt. Macfarlane, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., stored at Consignees' risk and expense.

Claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th April, will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co., General Agents.

Hongkong, 30th March, 1909. [546]

VAN HOUTEN'S COCOA

Children never tire of its

exquisite natural flavour and

it is as healthful as it is

delicious.



BEST &

GOES FARTHEST.

82-1

MARTIN'S APIOL & STEEL PILLS

A French Remedy for all Irregularities. Thousands of Cures. See list of testimonials on the first page of any bottle of the Pills. A timely dose may be administered. At all Chemists and Druggists, or post free to the Proprietor, Mr. J. H. Martin, 10, Abchurch Lane, LONDON, E.C. 4.

SUTTON'S SEEDS.

Special Selections for South China.

CHINA EXPRESS CO.

3, Duddell Street, Hongkong.

Shipping and Insurance Agents.

Hongkong, 22nd January, 1909. [50]

ICE

WE HAVE MET THE OUT and are

now Selling Ice from our Depot,

Nos. 55 & 57, Des Vaux Road Central, for

HALF A CENT PER POUND.

We have the ONLY FACTORY IN

HONGKONG Manufacturing Ice from

DISTILLED WATER and therefore we

GUARANTEE ITS PURITY.

ORIENTAL BREWERY LTD.

Hongkong, 16th March, 1909. [474]

A LING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS

STORE.

Photographic Goods of every Description

in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907. [1448]

THE "MOST UP-TO-DATE"

"PHOTO GOODS"

JUST ARRIVED.

DEVELOPING AND PRINTING

UNDERTAKEN.

A TACK & CO.

26, DES VEAUX ROAD, CENTRAL.

Hongkong, 27th March, 1909. [37]

RAILWAY CONSTRUCTION IN CROWN COLONIES.

SIR FRANK SWETTENHAM AND THE CROWN AGENTS.

We have received a copy of the Report of the Committee of Enquiry into the organisation of the Crown Agents Office, and also a copy of the minutes of evidence.

The following extract from the evidence given by Sir F. A. Swettenham, K.C.M.G., has an interest for readers in Hongkong which justifies its reproduction.

877A. With regard to the system of carrying out works in the colonies under the advice and control of consulting engineers, you wish to give some evidence?—I think that is quite wrong.

878. You think that is wrong altogether?—Absolutely wrong.

879. The system of carrying out the works?—Yes.

880. Would you tell us why?—I think that is wrong in the case where the colony has got qualified officers to deal with the work. I think it stands to reason that it must be wrong. The system that is employed through the Crown Agents and the consulting engineers is that the consulting engineers become responsible for the work nominally. They undertake the work, they appoint an engineer to do it, they make a contract with him and the Government of the Colony has no voice in the matter whatever, except to pay all the bills.

881. Describe to us just what would happen in particular case. Where does the consulting engineer come in and who appoints him? Let us say that you want to make a bridge or railway in the Straits Settlements?—Suppose you want to make a railway in the Straits Settlements. I will describe a case which actually occurred. In Singapore they wished to make a railway across the island; it was approved by the Secretary of State, and the consulting engineers were immediately being in the position of having to advise on the railway.

882. Which consulting engineers? How did they come in?—The consulting engineers of the Crown Agents. They then proceeded to appoint an engineer to carry out the construction. The Colony was not asked anything about that; they appointed anybody they chose, sent them out to the Colony, and they proceeded to construct the railway. They did construct it almost, but at last the Colony could not bear it any longer, and there was such a fuss made that the engineer went away leaving it unfinished, and it was finished by the engineers of the Malay States Railways. The whole of that was done through the consulting engineers, their man in Singapore reporting directly to them everything that he was doing, and the Government of the Colony had no control whatever of any kind. All that the Colony could do was to pay the bill, and we always had to pay whatever was demanded, although the original estimates were enormously exceeded. They were exceeded time after time, and every time you had to go to the Council and say: "We have nothing whatever to do with this work; it is entirely outside the control of anybody in the Colony; but the gentlemen who have been appointed by the consulting engineers in England say that he wants some more money, and you have got to vote it."

883. And they did?—They were told from here that they had to.

884. (Mr. Harris.) They did not go to the Colonial Office on the matter?—The Colonial Office almost invariably supports the Crown Agents.

885. (Sir Francis Mowatt.) Will you just complete the story? You say that the engineer went away, and some other engineer then proceeded to superintend?—One or two of the works built by this first man collapsed, a bridge tumbled down and I think an embankment gave way, and everybody in the Colony became a critic of the railway, so that at last the man got so tired of all that, mainly through the representations of the Government, when it was nearly completed, he went away. The Malay States having already for twenty years been constructing their own railways without any assistance whatever from the Crown Agents, sent a man down and completed it.

886. (Chairman.) But how was it that the Crown Agents came in the first time in the case of this railway and did not come in the case of the other railways built during the preceding twenty years?—Because the Malay States is not a British Colony, and never has been, and therefore they have done more what they like.

887. If it was necessary for Singapore to go to the Crown Agents in the first instance, how did they manage to evade the Crown Agents when they found the bridges tumbling down and got the Federated Malay States to do it for them?—I think at last at this end, the Colonial Office, the Crown Agents and the consulting engineers got rather tired of the constant complaints that were made and the man himself at last got so sick of it that he said he would like to go away, and that was the actual result.

888. (Sir Francis Mowatt.) But did the Crown Agents appoint or approve of the second engineer?—No, I do not think they did. The line took more than twice as long to construct as it ought to have done, it cost about twice the original estimate, and it was beginning to look as if the line would never be finished, and indeed, it was not. "All right, do it your own way," but there was very little left to be done.

889. But what about the parts that tumbled down?—That happened afterwards.

890. (Mr. Gibson.) What was the date of this incident you are telling us about?—From 1900 to 1903.

891. The completion of this was later than the last Report dealing with the resolutions of the Crown Agents to the Colonies, dealt with by Mr. Chamberlain?—I was in Singapore at the time, and I represented to the Colonial Office, as plainly as I could what the facts were, but I say, they support the Crown Agents in these matters, and I was told this was what was called the recognised system. I pointed out that we had been for twenty years very successfully constructing railways in the Malay States by what was not called the recognised system, but they said that did not matter—that we had been twenty years wrong. That was all.

892. (Chairman.) I am told that the Secretary of State for the time being took the view that in Singapore the local officials had not got experience of building railways?—I think that is true.

893. And that therefore they could not be allowed to be responsible for building them?—I think that is the case; I think there was not in the service of the Government in Singapore at that moment anybody capable of doing it, but surely it was just as easy for the Colony to appoint a man as it is for the consulting engineers.

The difference is that the man having been appointed by the consulting engineers in this case had never previously been in the Colony or the East at all, and he knew nothing about the price of local labour, local materials, or anything

to do with it. Consequently he was constantly making mistakes for which the Colony had to pay, because there is really no responsibility, and what seems so entirely wrong is that the consulting engineers are not only your advisers but they are really the constructors of the railway. They are advising on their own work all the time. That is what seems so wrong. They are responsible yet they are your only technical advisers. That is a position that cannot be right.

894. (Mr. Harris.) Are you sure that they were constructors?—Yes.

895. I remember a good many cases of construction of railways, but my recollection is that always there has been a constructing firm apart from the consulting engineers. This is a Departmental work, and I myself am strongly in favour of Departmental work when it is done by the Government with an engineer who is quite independent of the consulting engineers.

895a. I have had some little experience of the Colonial Office, and that is, my conception of the usual system. I cannot help thinking that you are telling us of a system which was an anomaly?—I have no doubt about it.

896. (Chairman.) I am told that the usual practice is that the resident engineer is looked upon as the servant of the local Government, and that all his reports to the consulting engineers go through the Government. Was that the case with you?—As to the engineer, no, as to the correspondence, yes, under flying seal they do.

897. But you could do nothing on it?—If we are not supposed to be capable of constructing a railway we are clearly not capable of criticising it. In this question I was told if I did not like it why did I not go out and look at the work and say what was the matter with it. I said I did not pretend to be an engineer.

898. The only thing you were considered to be capable of was to pay for it?—That was all, and as regards that we were not allowed to raise a question at all. We were simply told that we had to vote the bill.

899. We understand this system did not meet with your approval, and according to Mr. Harris it was anomalous. What would you suggest in substitution for it where Colonies want to build a railway? I suggest a system which has been followed in the Malay States with great success.

900. What is that? Suppose that a Colony wants to build a railway?—The Government appointed its own railway engineers.

901. (Sir Francis Mowatt.) The local Government?—Yes, it appointed its own engineers just as it would appoint its own doctor and its own public works man.

902. (Chairman.) Then they would proceed to advertise for tenders for locomotives, and the Crown Agents would not come in at all?—Yes. Some of the work at first was done through contractors, but we found it was not satisfactory, and eventually it has all been done by the Government departmentally, small sub-contracts being given out, but the whole of the work being done under the control of the Government instead of by contractors.

903. (Sir Ralph Moor.) But you had a consulting engineer?—They were the very same consulting engineers. We had no voice in that matter.

904. But you had your own working staff?—We were not allowed to choose our own consulting engineers.

905. In the Malay States?—Yes, we were not allowed to choose our own consulting engineers.

906. (Chairman.) Who chose them for you?—The Colonial Office or the Crown Agents.

907. (Sir Francis Mowatt.) I think the question asked by the Chairman was: "What was the system you would approve of?—That is it."

908. I understand you would approve of consulting engineers chosen by the Colony?—Yes.

909. We were not talking at the moment of what really happened in that instance, but we were talking of what system you would recommend?—The system that was followed in the Malay States. I do not think it matters whether the Colonial Office or the Crown Agents, or the Colony choose the consulting engineers; so long as they are people of reputation I do not think it matters in the least. All I mean is that they ought to have nothing to do with the construction, and they ought not to have anything to do with the appointment of the consulting engineers who carry out the work, except by request.

910. (Chairman.) I quite see your point?—As we are talking about that, I might mention that, when the Malay States had been constructing railways on this plan for at least twenty years, all of a sudden, without asking us anything at all, an engineer was sent out from England to go and inspect all the lines and make a report to the consulting engineers for the benefit of the Crown Agents. We never asked for him; we could have supplied the whole of the information that it took him a long time to acquire, but to our great surprise at the end we were told to pay the bill.

911. (Mr. Harris.) Are you certain that in your absence somebody did not ask for him?—Absolutely positive.

912. It seems to me an extraordinary thing to happen. I am positive about it.

913. I did not know that the Colonial Office had a double life?—I am absolutely positive and there is no question about it, because I said something about thinking it was strange that we should be asked to pay for this gentleman who we had never asked for at all, as we could have supplied all the information which it took him some time to acquire, and, of course, he had to come to us for it.

914. Do you remember who was Under-Secretary then?—No, I could not tell you.

915. (Chairman.) Had the Crown Agents anything to do with it?—Yes.

916. They sent him out?—I do not know whether it was the Crown Agents or the consulting engineers who sent him out, but what they wrote was that the Crown Agents had suddenly asked the consulting engineers for a Report on the Malay States Railways, and in order to obtain that the consulting engineers appointed this man and sent him out. He only stayed in the place about six weeks; of course, he had to go to everybody for all the information he got, and then he wrote a Report, and we were told to pay for it. That is all that happened.

917. It has not happened again so far as you know?—No, we said something about it at the time.

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[234]

THE FILIPINO PRESS.

THREATENED STRIKE.

It looks as if the Spanish and native papers in the Philippines are to be hoist with their own petard. For weeks past they have been insistently advocating strike and boycott and now there is a movement afoot in newspaper circles to compel the owners of the Spanish and Philippine papers to pay more than the miserable pittance now dealt out to the reporters and others on their staffs.

According to what could be learned yesterday the minimum salary for a reporter is to be P100 per month, the present pay being from P45 to P60. The only two papers that will not be affected by this strike will be the *Vita Filipina* and *Mercurio* the former being conducted by the native clergy and having no reporters and the latter being conducted and reported for by its owner—*Callejeros*.

GRAFTING CHARGE.

Charges have been filed with the Governor General of the Philippines against Governor Simon of Albay for not having presented gamblers in his province especially in the capital. When reprimanded for his inattention to duty in this regard he at times threw the blame upon the municipal presidents and at others pleaded illness as an excuse. These excuses were found to be groundless and a thorough investigation into his conduct has been ordered by the Governor General.

It is alleged, says the *Callejeros Americano*, that one of the leaders in these gambling games was one of the members of the Assembly from that province who was in connivance not only with the municipal authorities but with officials of the provincial government.

The presentation of the investigation is in the hands of the provincial fiscal, who has already a large amount of testimony gathered from witnesses of importance and standing in the local community.

[122-4]

BETTER THAN COPAIBA

MATICO

GRIMAULT & Co. CHEMISTS, PARIS

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MATICO INJECTION is used in recent

MATICO CAPSULES in the chronic cases

[122-4]

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GRIMAULT'S INDIAN CIGARETTES

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Grimault's Cigarettes render the respiratory canal, cut short the paroxysms, and remove the feeling of tightness across the chest.

GRIMAULT & Co. PARIS

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[122-4]

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[122-4]

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PRINTING

SHIPPING.

ARRIVALS.

AMIGO, German str., 822, Frankon, 31st Mar.
Haiphong and Hoihow 29th March.
General—Jensen & Co.
ANTU, British str., 1350, J. Moadell, 31st
March—Shanghai 28th March, General—
Butterfield & Swire.
HUIJUN MARU, Japanese str., 1802, J. Fuenno,
31st March—Swatow 30th March, General—
Osaka Shosen Kaisha.
CAREL, Dutch str., 4000, Wm. Hayward,
31st March—Haiphong and Hoihow
30th March, General—Jensen & Co.
CHONGHANG, British str., 31st March—Canton.
DAIJIN MARU, Japanese str., 899, F. Kaburaki,
31st March—Swatow 30th March, General—
Osaka Shosen Kaisha.
DEVANHA, British str., 4000, Wm. Hayward,
31st March—Haiphong 17th March.
Mails and General—P. & O. S. N. Co.
GLOUS, American str., 1231, Rejes, 30th
March—Manila 27th March, Iron—Barker
& Co.
HAYAN, British str., 1183, J. S. Roach, 31st
March—Swatow 30th March, General—
Douglas, Lapraik & Co.
HELEN, German str., 771, J. Jensen, 31st
March—Swatow 30th March, General—
Jensen & Co.
LINAN, British str., 31st March—Canton.
TUNGANG, British str., 51st March—Canton.
TAMAHU, Dutch str., 618, J. N. Rouman,
31st March—Amoy 29th March, General—
Java-China-Japan Line.
YATUNG, British str., 1424, M. Courtney,
30th March—Wah and Chinkiang 26th
March, General—Jardine, Matheson & Co.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.

31st March.
Aukh, British str., for Canton.
Ardhi, Maru, Japanese str., for Kutchinotzu.
Balyra, German str., for Shanghai.
Chongyay, British str., for Shanghai.
Gloftall, British str., for Amoy.
Hayan, British str., for Swatow.
Indran, British str., for Shanghai.
Madras Maru, Jap. str., for Kutchinotzu.
Spin, German str., for Hamburg.
Tungang, British str., for Shanghai.
Yatung, British str., for Canton.

DEPARTURES.

31st March.
CEYLON MARU, Jap. str., for Singapore.
CHONGHANG, British str., for Canton.
EMPIRE, British str., for Sydney.
GYMER, British str., for London.
INARA MARU, Jap. str., for Shanghai.
KAWANG, British str., for Sauekhan.
MAKANG, Dutch str., for W. Coasting.
RIGET, American str., for Manila.
TAMING, British str., for Swatow.
VENUS, American str., for Manila.

SHIPPING REPORTS.

The British str. Yatung reports: Moderate
N.E. winds and fine weather.

VESSELS IN DOCK.

March 31st.
ABERDEEN DOCK.—
KOWLOON DOCK.—Tatler, Dilly, Shawlee,
Empress of Japan, H.M.S. Merlin.
COSMOPOLITAN DOCK.—

VESSELS ON THE BERTH

THE AMERICAN AND ORIENTAL
LINE.

For NEW YORK.
(With Liberty to Call at the Malabar Coast.)

THE Steamship

"NORMAN PRINCE,"
will be despatched for the above Ports on
WEDNESDAY, the 7th April, 1909.
For Freight and Passage, apply to
ARNHOLD, KARBURG & Co.,
Agents.
Hongkong, 15th March, 1909. [471]

For MARSEILLES, LONDON AND
ANTWERP.

Taking cargo on through Bills of Lading to all
Ports in the United Kingdom and
the Continent.

THE Steamship

"GLAMORGANSHIRE,"
will be despatched as above on or about the
10th April.
For Freight, &c., apply to
JARDINE, MATHESON & Co., Ltd.,
Agents.
Hongkong, 4th March, 1909. [418]

REGULAR STEAMSHIP SERVICE
(WITH LIBERTY TO CALL AT MALABAR
COAST).

PROPOSED SAILINGS FROM HONGKONG.

For BOSTON AND NEW YORK.

S.S. "DACRE CASTLE" About 20th April.

For Freight and further information, apply to
DODWELL & Co., Ltd.,
Agents.
Hongkong, 18th March, 1909. [1712]



AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

STEAM FOR
FIUME AND TRIESTE (DIRECT).
Calling at SINGAPORE, PENANG,
COLOMBO, BOMBAY, KARACHI,
ADEN, SUEZ AND PORT SAID.
(Taking Cargo at through rates to the BRAZILS
to PERISIAN GULF, RED SEA, BLACK SEA,
LEVANT, VENICE AND ADRIATIC
PORTS).

THE Company's Steamship

"AUSTRIA,"
Captain Cobol, will be despatched as above on
TUESDAY, the 27th April.
This steamer has splendid accommodation for
passengers, electric light and carries a doctor
and stewardess.

For information as to Passage and Freight,
apply to
SANDER, WIELER & Co.,
Agents.
Princes Buildings,
Hongkong, 29th March, 1909. [3]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

| DESTINATION | VESSEL'S NAMES | FLAG & REG. | BERTH | CAPTAIN | FOR FREIGHT APPLY TO | TO BE DESPATCHED |
|--|------------------|-------------|-------|-----------------------|-------------------------------|---------------------------|
| LONDON &c. via SUEZ CANAL | DELHI | Brit. str. | — | J. D. Andrews, R.N.R. | P. & O. S. N. Co. | On 3rd inst., at Noon. |
| LONDON & ANTWERP via SINGAPORE, &c. | SUMATRA | Brit. str. | — | E. W. Bruce | P. & O. S. N. Co. | About 12th inst. |
| ANTWERP & HAMBURG via STRAITS, &c. | LIBERIA | Ger. str. | k.w. | Knaibel | HAMBURG-AMERICA LINE | About Middle of May. |
| ROTTERDAM & HAMBURG via STRAITS, &c. | NICOMEDIA | Ger. str. | k.w. | Müller | HAMBURG-AMERICA LINE | On 28th inst. |
| HAVRE, ROTTERDAM & HAMBURG, &c. | JULYRIA | Ger. str. | k.w. | Kotze | HAMBURG-AMERICA LINE | On 5th inst. |
| HAVRE, BREMEN & HAMBURG, &c. | AMBRIA | Ger. str. | k.w. | Deinat | HAMBURG-AMERICA LINE | On 20th inst. |
| MARSEILLES, LONDON & ANTWERP | SILESIA | Ger. str. | k.w. | v. Hoff | HAMBURG-AMERICA LINE | On 19th inst. |
| MARSEILLES, LONDON & ANTWERP | GLAMORGANSHIRE | Brit. str. | — | Bruce | JARDINE, MATHESON & Co., Ltd. | About 10th inst. |
| MARSEILLES, LONDON & ANTWERP | CALEDONIAN | Fr. str. | — | Wm. Wade | MESSAGERIES MARITIMES | On 13th inst., at 1 P.M. |
| MARSEILLES, LONDON & ANTWERP | HITACHI MARU | Jap. str. | — | N. Ohno | NIPPON YUSEN KAISHA | On 14th inst., at D'light |
| MARSEILLES, LONDON & ANTWERP | TRANQUER | Jap. str. | — | Schwinghammer | NIPPON YUSEN KAISHA | About Middle of April. |
| MARSEILLES, LONDON & ANTWERP | KANAGAWA MARU | Jap. str. | k.w. | W. Thompson | MELCHERS & Co. | On 28th inst., at D'light |
| MARSEILLES, LONDON & ANTWERP | BRIGAVIA | Jap. str. | — | F. v. Binzer | NIPPON YUSEN KAISHA | On 3rd inst. |
| MARSEILLES, LONDON & ANTWERP | ATSUTA MARU | Jap. str. | — | Cobol | NIPPON YUSEN KAISHA | About 7th inst. |
| MARSEILLES, LONDON & ANTWERP | PRINZ LUDWIG | Aut. str. | — | — | — | On 14th inst., at Noon. |
| MARSEILLES, LONDON & ANTWERP | ARMSTRONG | Brit. str. | — | — | — | On 7th inst., at Noon. |
| MARSEILLES, LONDON & ANTWERP | NOEMAN PRINCE | Brit. str. | — | — | — | On 27th inst. |
| NEW YORK via PORTS & SUEZ CANAL | INDRAMAYO | Am. str. | — | — | — | On 26th inst. |
| BOSTON & NEW YORK | DACRE CASTLE | Brit. str. | 2 m. | — | — | About 20th inst. |
| VANCOUVER via SHANGHAI JAPAN, &c. | EMPEROR OF JAPAN | Brit. str. | 1 m. | — | — | On 11th inst., at 6 A.M. |
| VANCOUVER via SHANGHAI JAPAN, &c. | MONTEAGLE | Brit. str. | — | — | — | On 12th inst., at Noon. |
| VICTORIA, B.C. & TACOMA via JAPAN, &c. | KUMERIC | Brit. str. | — | — | — | On 13th inst., at Noon. |
| VICTORIA, B.C. & TACOMA via JAPAN, &c. | TANGO MARU | Jap. str. | — | — | — | On 27th inst., at Noon. |
| AUSTRALIAN PORTS via MANILA | AKI MARU | Jap. str. | — | — | — | On 18th inst., at Noon. |
| AUSTRALIAN PORTS via MANILA | KUMANO MARU | Brit. str. | 1 m. | — | — | On 8th inst., at 4 P.M. |
| AUSTRALIAN PORTS via MANILA | CHANGSHA | Ger. str. | — | — | — | On 23rd inst., at 10 A.M. |
| AUSTRALIAN PORTS via MANILA | PRINZ SIGISMUND | Jap. str. | — | — | — | On 14th inst., at Noon. |
| AUSTRALIAN PORTS via MANILA | YAWATA MARU | Jap. str. | — | — | — | On 3rd inst., at D'light |
| KOBE & YOKOHAMA | PRINZ SIGISMUND | Jap. str. | — | — | — | About 3rd inst. |
| KOBE & YOKOHAMA | YAWATA MARU | Jap. str. | — | — | — | On 14th inst., at Noon. |
| KOBE & YOKOHAMA | CHONGHANG | Brit. str. | — | — | — | On 4th inst., at D'light |
| KOBE & YOKOHAMA | WAKAMITA MARU | Jap. str. | 1 m. | — | — | To-morrow, P.M. |
| KOBE & YOKOHAMA | CHOYANG | Brit. str. | — | — | — | To-day, at Noon. |
| KOBE & YOKOHAMA | CHANGSHA | Brit. str. | 1 m. | — | — | To-day, at 4 P.M. |
| KOBE & YOKOHAMA | CHANGSHA | Brit. str. | 1 m. | — | — | On 4th inst., at D'light |
| KOBE & YOKOHAMA | CHANGSHA | Brit. str. | 1 m. | — | — | On 6th inst., at Noon. |
| KOBE & YOKOHAMA | CHANGSHA | Brit. str. | 1 m. | — | — | About 7th inst. |
| KOBE & YOKOHAMA | CHANGSHA | Brit. str. | 1 m. | — | — | On 8th inst., at 4 P.M. |
| KOBE & YOKOHAMA | CHANGSHA | Brit. str. | 1 m. | — | — | About 9th inst. |
| KOBE & YOKOHAMA | CHANGSHA | Brit. str. | 1 m. | — | — | On 11th inst., at D'light |
| KOBE & YOKOHAMA | CHANGSHA | Brit. str. | 1 m. | — | — | On 12th inst., P.M. |
| KOBE & YOKOHAMA | CHANGSHA | Brit. str. | 1 m. | — | — | On 15th inst. |
| KOBE & YOKOHAMA | CHANGSHA | Brit. str. | 1 m. | — | — | On 20th inst., at 4 P.M. |
| KOBE & YOKOHAMA | CHANGSHA | Brit. str. | 1 m. | — | — | On 27th inst. |
| KOBE & YOKOHAMA | CHANGSHA | Brit. str. | 1 m. | — | — | Quick despatch. |
| KOBE & YOKOHAMA | CHANGSHA | Brit. str. | 1 m. | — | — | On 4th inst., at 10 A.M. |
| KOBE & YOKOHAMA | CHANGSHA | Brit. str. | 1 m. | — | — | To-day, at 2 P.M. |
| KOBE & YOKOHAMA | CHANGSHA | Brit. str. | 1 m. | — | — | To-morrow, at Noon. |
| KOBE & YOKOHAMA | CHANGSHA | Brit. str. | 1 m. | — | — | On 6th inst., at Noon. |
| KOBE & YOKOHAMA | CHANGSHA | Brit. str. | 1 m. | — | — | To-morrow, at 4 P.M. |
| KOBE & YOKOHAMA | CHANGSHA | Brit. str. | 1 m. | — | — | To-morrow, at 6 P.M. |
| KOBE & YOKOHAMA | CHANGSHA | Brit. str. | 1 m. | — | — | On 6th inst., at 8 P.M. |
| KOBE & YOKOHAMA | CHANGSHA | Brit. str. | 1 m. | — | — | On 7th inst., at 5 P.M. |
| KOBE & YOKOHAMA | CHANGSHA | Brit. str. | 1 m. | — | — | On 9th inst., at 4 P.M. |
| KOBE & YOKOHAMA | CHANGSHA | Brit. str. | 1 m. | — | — | On 10th inst., at Noon. |
| KOBE & YOKOHAMA | CHANGSHA | Brit. str. | 1 m. | — | — | On 13th inst., at 3 P.M. |
| KOBE & YOKOHAMA | CHANGSHA | Brit. str. | 1 m. | — | — | To-day, at 4 P.M. |
| KOBE & YOKOHAMA | CHANGSHA | Brit. str. | 1 m. | — | — | On 12th inst., at 4 P.M. |
| KOBE & YOKOHAMA | CHANGSHA | Brit. str. | 1 m. | — | — | On 3rd inst., at 4 P.M. |
| KOBE & YOKOHAMA | CHANGSHA | Brit. str. | 1 m. | — | — | To-day. |
| KOBE & YOKOHAMA | CHANGSHA | Brit. str. | 1 m. | — | — | On 3rd inst., at Noon. |
| KOBE & YOKOHAMA | CHANGSHA | Brit. str. | 1 m. | — | — | Quick despatch. |

THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the
United States of America and Canada and also for the Principal Ports in Mexico
and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., SEATTLE & TACOMA
via
MOJI, KOBE AND YOKOHAMA.

| Steamer. | Tons. | Captain. | Sailing Date. |
|----------|-------|--------------|---------------|
| KUMERIC | 6232 | F. S. Cowley | On 8th April. |
| INVERIC | 4789 | R. J. Howie | On 6th May. |
| SUVERIC | 6232 | W. Shotton | On 3rd June. |

These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.]
PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to
DODWELL & CO., LIMITED,
GENERAL AGENTS.
QUEEN'S BUILDINGS.
Hongkong, 18th March, 1909.

NORDDEUTSCHER LLOYD. BREMEN
IMPERIAL GERMAN MAIL
LINES.

| FOR | STEAMERS | TO SAIL |
|--|--------------------------------------|-----------------------------------|
| KUDAT & SANDAKAN | "BORNEO" Capt. F. SEMBIL | Saturday, 3rd April, at 9 A.M. |
| YOKOHAMA & KOBE | "PRINZ SIGISMUND" Capt. D. LENZ | About Saturday, 3rd April |
| NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN | "PRINZ LUDWIG" Capt. F. v. BINZER | Wedday, 7th April, at Noon. |
| SHANGHAI, NAGASAKI, KOBE & YOKOHAMA | "BUELOW" Capt. H. FORMES | About Wed. day, 7th April. |
| MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE | "PRINZ SIGISMUND" Capt. D. LENZ | Friday, 23rd April, at 10 A.M. |

For further Particulars, apply to
NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
GENERAL AGENTS HONGKONG & CHINA.
Hongkong, 31st March, 1909.

CANADIAN PACIFIC RAILWAY CO'S

ROYAL MAIL STEAMSHIP LINE.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at
Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama,
Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of
12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER
SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong:
"EMPRESS OF JAPAN" SUN, 11th April.
"EMPRESS OF CHINA" SUN, 2nd May.
"MONTEAGLE" TUESDAY, 13th May.
"EMPRESS OF INDIA" SUN, 23rd May.
"EMPRESS OF JAPAN" SUN, 13th June.
From St. John or Quebec:
"EMPRESS OF IRELAND" FRI, 7th May.
"ALLAN LINER" FRIDAY, 23rd May.
"EMPRESS OF BRITAIN" FRI, 18th June.
"ALLAN LINER" FRIDAY, 9th July.

The Quickest route to CANADA, UNITED STATES and EUROPE, calling at
SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE,
YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail
Express, and at ST. JOHN or QUEBEC with the Co's NEW PALATIAL "EMPRESS"
Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to
Europe.
Hongkong to London, 1st Class via Canadian Atlantic Ports or New York £71.10
Intermediate (on Steamers) £43 £45.
First Class rate to London includes cost of Meals and Berth in Sleeping Car while
crossing the American Continent by Canadian Pacific direct Line.
R.M.S. "MONTEAGLE," carries Intermediate Passengers only, at Intermediate rates
affording superior accommodation for that class.
Passengers Booked through to all points and AROUND THE WORLD.
SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members
of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the
Service of China and Japan Governments.
For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. CRADDOCK, General Traffic Agent for China,
Corner Polder Street and Praya, opposite Blake's Pier.

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MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE
via SUEZ CANAL.
FORTNIGHTLY SERVICE TO AND FROM JAPAN via
SHANGHAI.

| FOR | STEAMERS | TO SAIL |
|------------------------------|---------------------------------|--------------------------|
| SHANGHAI, KOBE & YOKOHAMA | "TONKIN" Capt. Charbonnel | On 12th April, P.M. |
| MARSEILLES via PORTS | "CALEDONIAN" Capt. Brane | On 13th April, 1 P.M. |
| SHANGHAI, KOBE & YOKOHAMA | "OCEANIAN" Capt. Magnon | On 26th April, P.M. |
| MARSEILLES via PORTS | "ERNEST SIMONS" Capt. Girard | On 27th April, 1 P.M. |

Transshipping on the Co's Steamers at Singapore for Batavia, at Colombo for Calcutta,
Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.
Through Tickets to London, via Paris, for £27 10s. up to £71 10s. 20 hours Railway
from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—
P. DE CHAMPMORIN, AGENT,
Queen's Building.
Hongkong, 1st April, 1909.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON,
AUSTRALIA, INDIA, ADEEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON

THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERSIAN GULF, CONTINENTAL,
AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DELHI,"
Captain J. D. Andrews, R.N.R., carrying His
Majesty's Mails, will be despatched from this
for Bombay, &c., on SATURDAY, the
3rd April, at Noon, taking passengers
and cargo for the above ports in connection
with the Company's S.S. "MALWA," 11,000
tons, from Colombo, passengers' accommodation
in which vessel is secured before departure
from Hongkong.
Silk and Valuables, all cargo for France and
Tea for London (under arrangement) will be
transhipped at Colombo into the mail steamer
proceeding direct to Marseilles and London,
other cargo for London, &c., will be conveyed
from Bombay by the R.M.S. "MOREA" due
in London on the 14th May, 1909.
Parcels will be received at this Office until
4 P.M. the day before sailing. The contents
and value of all packages are required.
For further particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 22nd March, 1909. [1]

For SHANGHAI, YOKOHAMA, KOBE
AND MOJI.

THE Steamship

"JAPAN,"
Captain J. G. Olfert, will be despatched for the
above Ports on TUESDAY, the 6th April,
at Noon.
This steamer has superior accommodation for
passengers, is installed throughout with Electric
Light and carries a duly certified doctor.
For Freight or Passage, apply to
DAVID SASSOON & Co., Ltd.,
Agents.
Hongkong, 29th March, 1909. [539]

HONGKONG-NEW YORK.



AMERICAN ASIATIC STEAMSHIP Co.

For NEW YORK via PORTS AND
SUEZ CANAL.
(With Liberty to call at the Malabar Coast.)

S.S. "INDRAMAYO" On 26th April.

For Freight and further information
apply to—
SHEWAN TOMES & Co.,
General Agents.
Hongkong, 20th March, 1909. [496]

MITSU BISHI GOSHI KAISHA.

(MITSU BISHI CO.)
COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKASIMA
OCHI, HOJO, NAGASAKI, SAYO,
SHINNEW AND KAMITAMADA, Collieries
SOLE AGENTS FOR KISHIDAKE
MIYAO AND KIGYO KOMATSU Coals.

Special attention is invited to the fact that
MUTABE, the well known coal mine, near
Karatsu, has lately been taken over by the
Company, and is now being worked on
larger scale.

HEAD OFFICE—MARUNOUCHI,
TOKYO.

BRANCH OFFICES—NAGASAKI,
MOJI, KARATSU, WAKAMATSU,
KOBE, OSAKA, SHANGHAI,
HONGKONG, HANKOW.
Cable addresses for above, "IWASAKI"
Codes, AI, ABC 5th Ed, Western Uni.

AGENCIES—
YOKOHAMA: M. ASADA, Esq.
CHINKIANG: Messrs. GEARING & Co.
MANILA: Messrs. MACDONALD & Co.
For Particulars apply to
H. OISHI, Manager,
No. 2, Polder, Street, Hongkong,
Hongkong, 9th January, 1909.

Cutler, Palmer & Co.'s



SHIPPERS
Cutler, Palmer & Co., London
AGENTS
BIEMSEN & CO.,
HONGKONG.

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

| STEAMERS | TO SAIL | REMARKS |
|---|------------------|----------------------|
| LONDON VIA USUAL PORTS DELHI | Noon, 3rd | See Special of Call |
| SHANGHAI, KOBE, PERA | About 9th April | Freight and Passage. |
| LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES | About 12th April | Freight and Passage. |

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 30th March, 1909.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

| FOR | STEAMERS | TO SAIL |
|------------------------|-------------|-----------------------|
| ILOILO | "SUNGKIANG" | On 1st April, 4 p.m. |
| SHANGHAI | "LINAN" | On 1st April, 4 p.m. |
| SHANGHAI | "ANHUI" | On 4th April, 4 p.m. |
| MANILA | "TEAN" | On 6th April, 3 p.m. |
| MANILA | "CHANGSHA" | On 8th April, 4 p.m. |
| SHANGHAI | "CHINHUA" | On 8th April, 4 p.m. |
| WEIHAIWEI and TIENTSIN | "HUICHOW" | On 10th April, 4 p.m. |
| SHANGHAI | "CHENAN" | On 11th April, 4 p.m. |
| CEBU and ILOILO | "KAIFONG" | On 12th April, 4 p.m. |
| MANILA | "TAMING" | On 13th April, 3 p.m. |

DIRECT SAILINGS TO WEST RIVER, TWICE WEEKLY.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A fully qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai at the French Bund.

FARE INCLUDING WINES \$40 SINGLE and \$70 RETURN.

TELEPHONE 36.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
AGENTS.

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INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

| FOR | STEAMERS | TO SAIL |
|---------------------------------|---------------|-----------------------------|
| SHANGHAI VIA SWATOW | "CHOYSANG" | Thursday, 1st April, Noon. |
| MANILA | "LOONGSANG" | Friday, 2nd April, 4 p.m. |
| SINGAPORE, PENANG & CALCUTTA | "LAISANG" | Saturday, 3rd April, 4 p.m. |
| TIENTSIN VIA CHEFOO | "CHEONGSHING" | Sunday, 4th April, 4 p.m. |
| MANILA | "YUENSANG" | Friday, 9th April, 4 p.m. |
| SHANGHAI, YOKOHAMA, KOBE & MOJI | "NAMSANG" | Tuesday, 20th April, 4 p.m. |

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light.

A fully qualified surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Telephone No. 61.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.

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DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

| STEAMERS | FOR | LEAVING |
|----------|------------------------|--------------------------------|
| "HAIKUN" | SWATOW | THURSDAY, 1st April, at 2 P.M. |
| "HAIKUN" | SWATOW, AMOY & FOOCHOW | FRIDAY, 2nd April, at NOON. |
| "HAIKUN" | SWATOW, AMOY & FOOCHOW | TUESDAY, 6th April, at NOON. |

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

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Hongkong, 31st March, 1909.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| FOR | THE CO.'S S.S. | LEAVING |
|--------------------------|----------------|-------------------------------|
| TAMUI VIA SWATOW, & AMOY | "DAIJIN MARU" | SUNDAY, 4th April, at 10 A.M. |

* These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with Electric Light. First-class Cabins Amidships. Unvarnished Table.

† Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage and further information, apply at the Company's Local Branch Office, Second Floor, No. 1, Queen's Buildings.

Hongkong, 30th March, 1909.

T. ARIMA, Manager.

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NIPPON YUSEN KAISHA.

EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE CO.'S NEWLY BUILT 9000 TONS PASSENGER STEAMERS WILL BE DESPATCHED FROM HONGKONG AS FOLLOWS:

| | | |
|---------------|-----------------------|-----------------------|
| ATSUTA MARU | (Capt. W. THOMPSON) | About Wed. 7th April. |
| MIYASAKI MARU | (Capt. W. BAINBRIDGE) | About Wed. 5th May. |
| KITANO MARU | (Capt. F. F. COPE) | About Wed. 2nd June. |
| HIRANO MARU | (Capt. H. FRASER) | About Wed. 30th June. |

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

For further particulars apply to

NIPPON YUSEN KAISHA.

Hongkong, 18th March, 1909.

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NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| DESTINATIONS. | STEAMERS. | TONS. | SAILING DATES. |
|--|---------------|-------|----------------------------------|
| MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID | HITACHI MARU | 6715 | WED'DAY, 14th April, at Daylight |
| PORE, PENANG, COLOMBO, and PORT SAID | KANAGAWA MARU | 6169 | WED'DAY, 23rd April, at Daylight |
| VICTORIA, B.C., and SEATTLE, via SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKOHAMA | TANGO MARU | 7463 | TUESDAY, 15th April, at Noon |
| SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE | AKI MARU | 6444 | TUESDAY, 27th April, at Noon |
| BOMBAY via SINGAPORE and COLOMBO | KUMANO MARU | 5076 | FRIDAY, 16th April, at Noon |
| SHANGHAI, MOJI and KOBE | YAWATA MARU | 5539 | FRIDAY, 14th May, at Noon |
| NAKASAKI, KOBE and YOKOHAMA | TAKASAKI MARU | 4370 | THURSDAY, 1st April, at Noon |
| | WAKAMIYA MARU | 4421 | FRIDAY, 2nd April, at Noon |
| | HAKATA MARU | 6161 | SATURDAY, 3rd April, at Daylight |
| | YAWATA MARU | 3317 | WED'DAY, 14th April, at Noon |

* Omitting Yokkaichi.

† Fitted with Marconi's System of Wireless Telegraphy.

‡ Cargo only.

§ Through Passengers Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

¶ Bound-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For Further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,
MANAGER.

Hongkong, 1st April, 1909.

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HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

| STEAMSHIP | TONS. | CAPTAIN | FOR | SAILING DATE. |
|-----------|-------|--------------|--------|----------------------|
| RUBI | 2540 | R. W. Almond | Manila | On 2nd April, 5 p.m. |
| ZAFIRO | 2540 | R. Rodger | Manila | On 10th April, Noon. |

For Freight or Passage apply to

SHEWAN, TOMES & Co.,
GENERAL MANAGERS.

Hongkong, 1st April, 1909.

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HAMBURG-AMERIKA LINIE

HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lieben, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

HOMEWARD.

| OUTWARD. | FOR HAVRE, ROTTERDAM & HAMBURG: |
|--------------------------------|--------------------------------------|
| FOR SHANGHAI, YOKOHAMA & KOBE: | S.S. JLYRIA ... 5th April |
| S.S. SILESIA ... 15th April | S.S. AMBRIA ... 20th April |
| S.S. SCANDIA ... 27th April | FOR ROTTERDAM & HAMBURG: |
| S.S. SENEGAMBIA ... 10th May | S.S. NICOMEDIA ... 26th April |
| S.S. SEGOVIA ... 17th May | FOR BREMEN, HAVRE & HAMBURG: |
| S.S. ISTRIA ... 29th May | S.S. BREGAVIA ... 3rd May |
| | FOR HAVRE, BREMEN & HAMBURG: |
| | S.S. SILESIA ... 19th May |
| | FOR ANTWERP & HAMBURG: |
| | S.S. LIBERIA ... About Middle of May |

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong, 30th March, 1909.

Hongkong Office.

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EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

| DESTINATION. | STEAMERS | DATE OF SAILING. |
|--|--------------|----------------------|
| SHANGHAI, YOKOHAMA and KOBE | "CANTON" | Middle of April. |
| MARSEILLES, HAVRE, COPENHAGEN and ST. PETERSBURG | "TRANQUEBAR" | About Mid. of April. |

For Further Particulars apply to

MELCHERS & CO.,
AGENTS.

Hongkong, 27th March, 1909.

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SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, ETC. VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA CRUZ (Mexico).

| | | |
|--------------------|-----------------|------------------------|
| S.S. AMERICA MARU | 6000 tons gross | Sail April 14th, 1909. |
| S.S. HONGKONG MARU | 6000 | June — 1909. |
| S.S. MANSHU MARU | 5000 | August — 1909. |
| S.S. AMERICA MARU | 6000 | October — 1909. |

For particulars apply to

K. MATSUDA, Manager.

TOYO KISEN KAISHA, York Building.

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Hongkong, 1st April, 1909.

SOUTH MANCHURIA RAILWAY

SHORTEST AND QUICKEST ROUTE BETWEEN CHINA AND EUROPE VIA DAIREN (DALNY).

MAIN RAILWAY LINE—Semi-Weekly Express Service from Dairen to Changchun (Kwangchun), in connection with Siberian Express trains at Harbin, by a train composed of excellently equipped Sleeping and Dining Cars expressly built for the Company by the Pullman Car Co.

BRANCH RAILWAY LINES.

RYOJUN LINE—For Ryojun (Port Arthur), 2 hours from Dairen.

YINGKOU LINE—For Yingkou (Newchang), 4 hours from Tashichiao Junction.

FUSHUN LINE—For the famous Fushun Collieries from Suichuan Junction.

ANTUNG-HSIAO LINE—A light railway from Mukden to Antung-Hsiao connecting with the Korean Railway.

STEAMSHIP SERVICE—Regular Direct Weekly Service by the fast Passenger Steamer "Kobe Maru" (2877 tons) sailing from Dairen every Monday and from Shanghai every Friday, in connection with the South Manchurian Express and Trans-Siberian Route (International Train de Luxe).

RAILWAY HOTELS—"YAMATO" HOTEL (Tel. Add. "YAMATO").

At DAIREN (Dalny), PORT ARTHUR and CHANGCHUN (KWANGCHENGZU), all managed by the Company and provided with every convenience, luxury, and comfort.

TICKETS AGENTS in the FAR EAST and EUROPE: Messrs. THOS. COOK & SON and the INTERNATIONAL SLEEPING CAR & EXPRESS TRAINS CO.

FUSHUN COLLIERIES—Fushun Steam Coal is supplied at Dairen, Yingkou, &c. Fresh stock always on hand.

SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.

Tel. Add. "MANTRISU." Codes: A.B.C., 5th Ed., AI, and Lieber's.

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THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C. TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

Head Office for the Far East:—16, DES VŒUX ROAD, HONGKONG.

Japan Office:—14, WATER STREET, YOKOHAMA.

SHIPPING IN PORT.

| STEAMERS. | ARRIVAL. | DEPART. |
|--|--|--------------------------------------|
| ALESIA, German str., 3,576, Ernst, 1st March | Portland 28th Jan. and Moji 25th Feb. | Flour—Portland Asiatic Steamship Co. |
| AMARA, British str., 1,565, Matlock, 22nd Mar. | Hongkong 20th March, Coal—Jardine, Matheson & Co. | |
| ANGHIN, German str., 1,007, Ch. Kumpel, 29th March | Bangkok 18th March, Rice—Butterfield & Swire. | |
| ARIARI, Japanese str., 2,183, T. Ota, 29th Mar. | Kuchino 23rd March, Coal—Mitsui Bussan Kaisha. | |
| BENTLAWERS, British str., 2,520, W. Bee, 30th March | Yokohama 23rd March, Ballast—Gibb, Livingston & Co. | |
| BIRN, French str., 934, Ribault, 30th March | Saigon 24th Mar., Paddy, Rice and Flour—Bradley & Co. | |
| BORNEO, German str., 1,168, Sembill, 26th March | Sandakan 22nd March, General—Melchers & Co. | |
| BOURBON, French str., 997, Le Bail, 16th March | Saigon 12th March, Rice—Chinese. | |
| CHONGSHING, British str., 1,256, V. McC. Liddell, 29th March | Tientsin via Ports 18th March, General—Jardine, Matheson & Co. | |
| CHOYSANG, British str., 1,424, A. E. Sandback, 27th March | Shanghai via Swatow 21st March, General—Jardine, Matheson & Co. | |
| CYCLOPS, British str., 5,748, H. C. Harris, 24th March | Vancouver and Kuchino 26th March, General—Butterfield & Swire. | |
| DEVAYONGSE, Ger. str., 1,054, Fr. Relwadt, 30th March | Bangkok 20th and Swatow 29th March, Rice and Wood—Butterfield & Swire. | |
| EMPRESS OF JAPAN, British str., 3,039, H. Pybus, 19th March | Vancouver B.C. 24th Feb., Mail and General—C. P. R. Co. | |
| ERRILL, British str., 2,889, L. James, 28th February | Bangkok 21st Feb., Ballast—Dodwell & Co. | |
| GLENNALLOCH, British str., 1,434, Hainsworth, 30th March | Singapore 23rd March, General—Chinese. | |
| GLENGOLE, British str., 2,499, W. T. Larkins, 25th March | Singapore 20th March, General—Chinese. | |
| HATMUN, British str., 636, J. W. Evans, 30th March | Swatow 29th March, General—Douglas, Lapraik & Co. | |
| INDRANT, British str., 2,225, M. Macfarlane, 30th March | Now York 5th Feb., General—Shewan, Tomes & Co. | |
| KNIVSBERG, German str., 646, Henk, 23rd March | Pakhoi 19th March, Sugar and General—Jensen & Co. | |
| KORAT, German str., 1,234, Schmidt, 28th March | Bangkok 18th Mar., General—Butterfield & Swire. | |
| KWANGTAR, Chinese str., 1,536, W. H. Lunt, 29th Mar. | Shanghai 25th March, General—Chinese. | |
| LABRETT, British str., 1,340, Frampton, 29th March | Saigon 24th March, Rice, Meal and General—Chinese. | |
| LAIBANG, British str., 2,224, F. Wheeler, 30th March | Singapore 23rd March, General—Jardine, Matheson & Co. | |
| LINAK, British str., 1,352, C. C. Williams, 28th March | Shanghai 25th March, General—Butterfield & Swire. | |
| LOONGSANG, British str., 1,092, S. J. Payne, 30th March | Manila 27th March, General—Jardine, Matheson & Co. | |

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to

DODWELL & CO., LIMITED.

General Agents for China and Japan.

Hongkong, 4th August, 1898.

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I will deliver to you my world-famed "ROBEYPHONE" with 20 selections.

ROBEYPHONE

GEORGE ROBEY, The World's Provider, COVENTRY, ENGLAND.

